1954-1955 Construction Program

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August 25,
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Honorable Robert B. Meyner
Office of the Governor
State House
Trenton, New Jersey

Dear Governor:

As is customary the State Highway Department, through its Commissioner, submits its proposed Construction Program for the ensuing fiscal year.

The actual highway needs of our State far exceed the program submitted. Your Highway Department could, with full validity, utilize a sum of money at least four (4) times as large as that presently available to it.

This year the Federal Government allocated to New Jersey in excess of $16,000,000 and carried over from 1953-1954 another $6,000,000 plus making available a total of Federal Aid Funds of $22,700,000. Of this, as you will note, the State is qualifying for approximately $10,000,000 leaving $12,700,000 "uncovered."

Over a period of years New Jersey has been diverting revenues which should logically have been dedicated to the construction of highways. Unless there is a right about face on the part of our legislative body in respect to providing adequate funds for the State's needs for highways, I daresay that New Jersey will - if it not already has - find that the law of diminishing returns has caught up with it.

The suggested program was arrived at after weighing the multiple needs of the State, the sequence of importance of all projects submitted to the Highway Department and a realization that were the Department to undertake some of the larger projects of really prime importance, these would more than absorb the total available funds and leave nothing for the emergency needs of the rest of the State. In some respects it might be said that the projection submitted covers the "holes," however, providing little in the way of "new fabric."

This year there is submitted not only the Department's proposal for the next twelve months but also showing what proportions of each project is Federal Aid, how much has been spent in prior years on each project and how many dollars will be needed later to bring each project to a state of completion.

We trust you will find our presentation acceptable and that we may have your approval of our Proposed 1954-1955 Construction Program.

Respectfully submitted,

Dwight R. G. Palmer
Commissioner

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NEW JERSEY STATE HIGHWAY DEPARTMENT

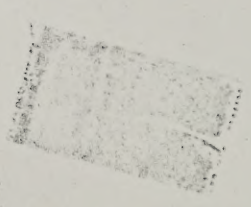
Bureau of Planning and Traffic

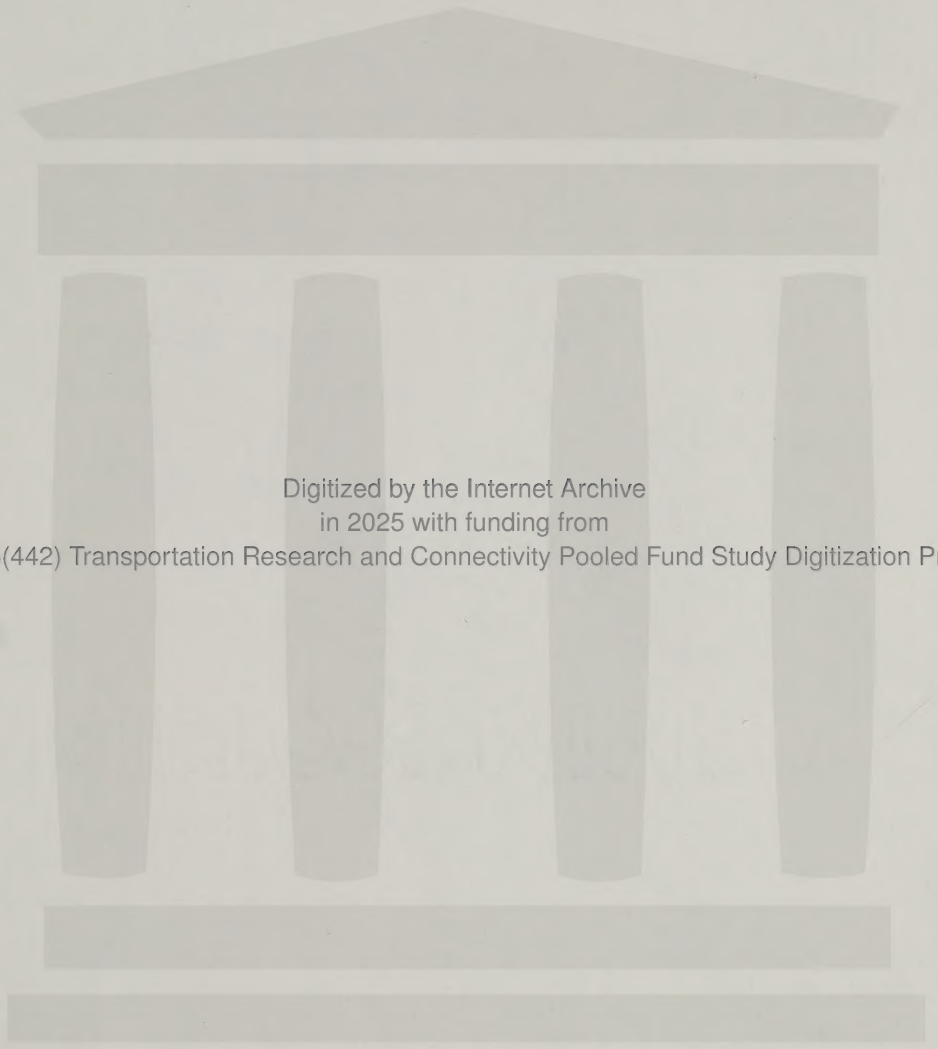
PROPOSED 1954-1955 CONSTRUCTION PROGRAM

August 6, 1954 (Revised)

Submitted herewith is a tabulation of Highway Construction Projects which are proposed for the 1954-1955 fiscal year. The projects total $25,550,000 of which sum approximately $10,000,000 will be provided from Federal Aid Funds.

This submittal includes a State map indicating the location of all projects, individual County maps of a scale sufficiently large to determine the limits of each project and a brief description of each project.





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all 50-50 Federal or 100% State

NEW JERSEY STATE HIGHWAY DEPARTMENT

Bureau of Planning and Traffic

PROPOSED 1954-1955 CONSTRUCTION PROGRAM

August 6, 1954 (Revised)

ITEM	ROUTE (1953)	DESCRIPTION	COUNTY	COL. I EST. FEDERAL AID	COL. II PREVIOUSLY EXPENDED	COL. III PROPOSED THIS PROGRAM	COL. IV CONTEMPLATED FUTURE EXPENDITURE	ITEM
1		Camden-Gloucester Improvement	Camden-Gloucester	$4,000,000	$4,000,000	$9,000,000	$11,000,000	1
2	U.S.22	West Portal-Still Valley	Warren-Hunterdon	250,000	0	1,000,000	6,500,000	2
3	17	Franklin Turnpike-Ramapo River	Bergen	1,750,000	1,200,000	4,200,000	0	3
4	18	Women's College to Albany Street	Middlesex	875,000	2,480,477	1,750,000	0	4
5	72	Manahawkin Bridge Substructure	Ocean	875,000	0	1,750,000	10,250,000	5
6	4	Paramus Road to Route 17	Bergen	325,000	0	650,000	0	6
7	29	Calhoun Street to Abernethy Drive	Mercer	820,000	0	2,000,000	2,000,000	7
8	20	Tenth Avenue Northerly (Dualization)	Passaic	137,000	280,000	275,000	250,000	8
9	164	Humboldt Avenue, Route U.S.1 to Turnpike	Union	0	0	300,000	0	9
10	U.S.9	Adelphia to Freehold	Monmouth	0	0	85,000	2,000,000	10
11	35	Red Bank Widening	Monmouth	100,000	0	200,000	275,000	11
12	U.S.22	Watchung Avenue and Park Avenue	Somerset-Union	0	0	600,000	1,500,000	12
13	U.S.1 (Bus.)	Tonnele Avenue to Jersey Avenue	Hudson	0	0	300,000	0	13
14		Island Closings	Statewide	0		300,000		14
15		Miscellaneous Construction	Statewide	0		1,000,000		15
16		Allocation Awaiting Revisions		0		1,500,000		16
17		Joint Federal Project		137,000		640,000		17
			TOTALS	*$9,269,000	$7,960,477	*$25,550,000	$33,775,000	

* The estimated Federal Aid shown in Column I is included in the costs under Column III.

Submitted by_____
Supervising Engineer

Recommended for Approval_____
Director & Chief Engineer, Planning & Research

Approved_____
State Highway Commissioner

Recommended for Approval_____
State Highway Engineer

Approved_____
Governor

CAMDEN-GLOUCESTER AREA IMPROVEMENTS - $9,000,000

This project is being given priority as some contracts have been let by the Delaware River Port Authority and construction of the new Delaware River Bridge between Philadelphia and Gloucester is under way. It is essential that proper approaches and connections to the State Highway System be completed coincident with the opening of the new bridge.

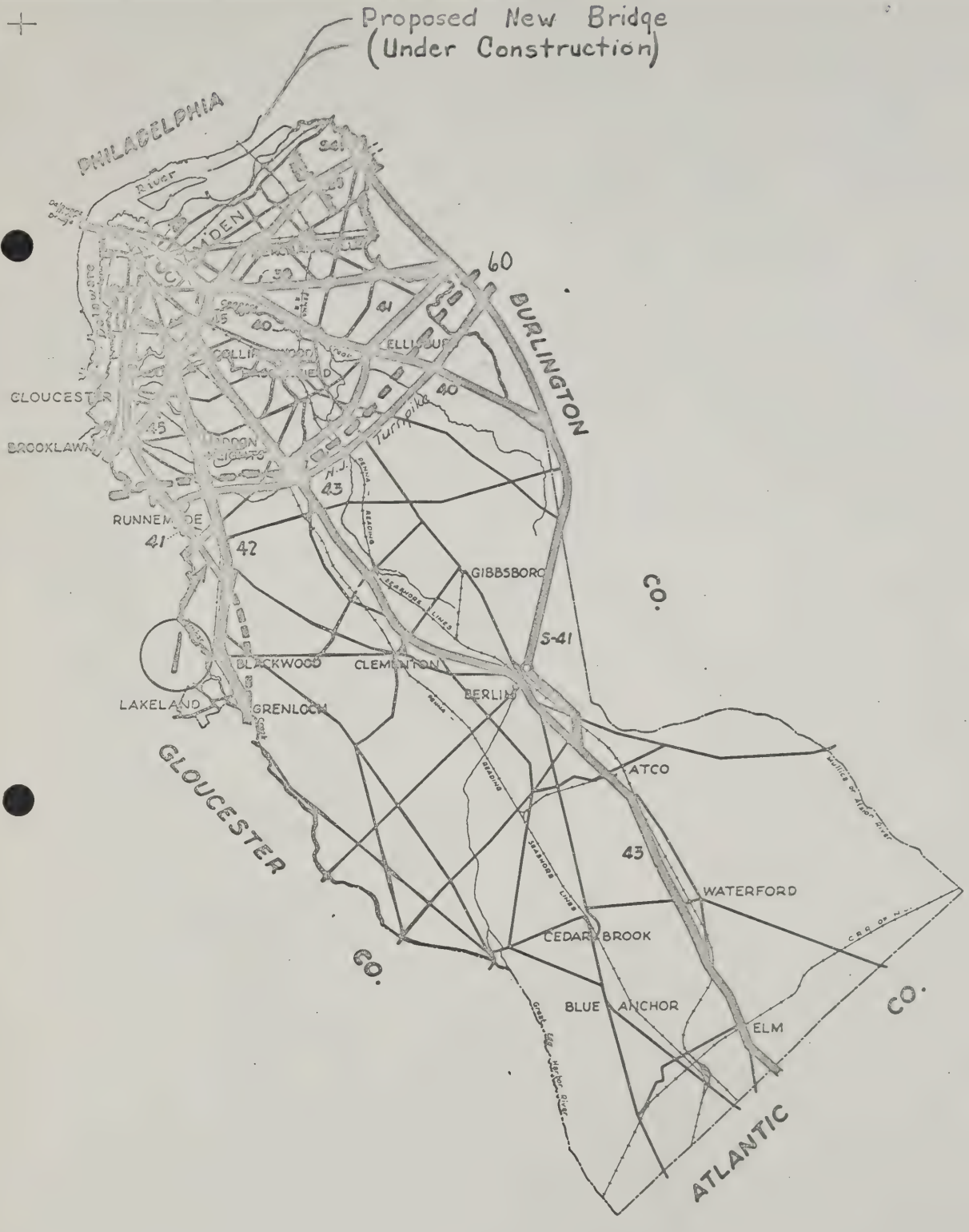
A series of meetings have been held with the Delaware River Port Authority and agreements reached as to the details of jurisdictional limits, estimated traffic volumes and timing of the various construction projects.

It has been estimated that the total project to be completed by the State Highway Department will cost approximately $24,000,000. Under the 1953-1954 Program $4,000,000 was set up to start this work. Under this project it is proposed to set up an additional $9,000,000. The balance necessary is to be set up under subsequent programs.

In addition to the sum of 4 million dollars set up by the State under the 1953-1954 program, the Delaware River Port Authority had set up 5½ million dollars for construction of the approaches which are necessary to the river crossing. The total to be expended by the Delaware River Port Authority on the New Jersey side will approximate 16 million dollars.

The immediate project will consist of the continuation of the grading and bridges on the North-South Freeway, southerly from the termination of the contracts now under way to the Clements Bridge-Woodbury Road. The balance necessary to pave and complete the North-South Freeway, to its proposed terminus in the vicinity of Turnersville, will be set up under subsequent programs.

At the opening of the new Delaware River Bridge it is estimated that the North-South Freeway in the vicinity of the Bridge will carry daily 70,600 vehicles and the section south of existing Route U.S. 130 and proposed Route 60 will carry 24,000 vehicles.



Camden County
Gloucester County

1

ROUTE U.S. 22 - WEST PORTAL TO STILL VALLEY - $1,000,000

Route U.S. 22 is on the Federal Interstate Highway System and is part of the National Strategic Network of highways.

The route extends from an intersection with Route U.S. 1 at Newark to the Delaware River at Phillipsburg, a distance of approximately 60 miles. The entire route is dualized with four exceptions:

1 - Straw Church to Route 24 - 1½ miles - in Warren County, presently being dualized under a project started early this year.

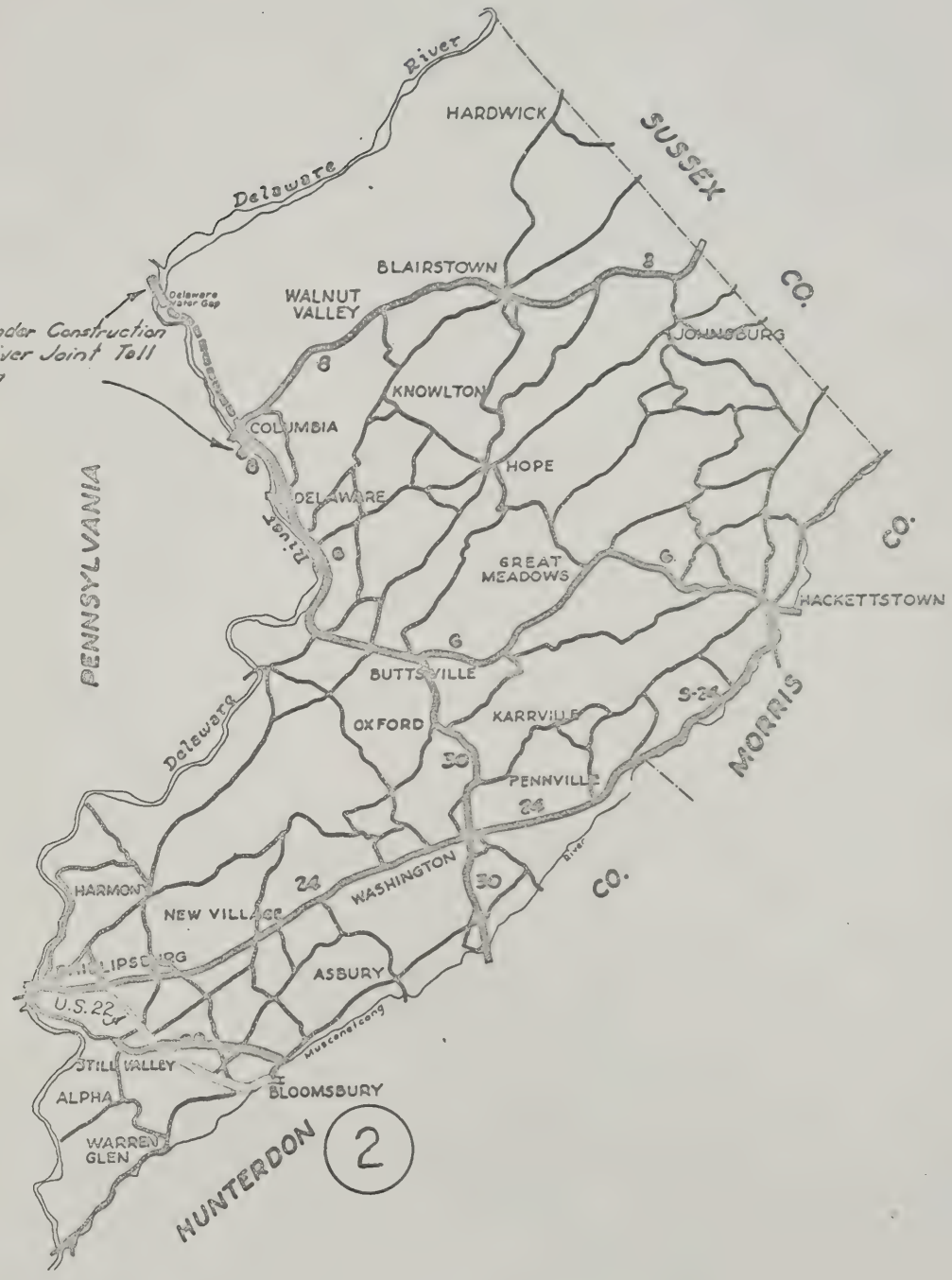
2 - West Portal to Still Valley - 5½ miles - in Warren and Hunterdon Counties. This section comprises Item #2 of this 1954-1955 Program.

3 - Through Clinton - 1½ miles - in Hunterdon County. Surveys and plans are well under way for this section which should closely follow the completion of #2.

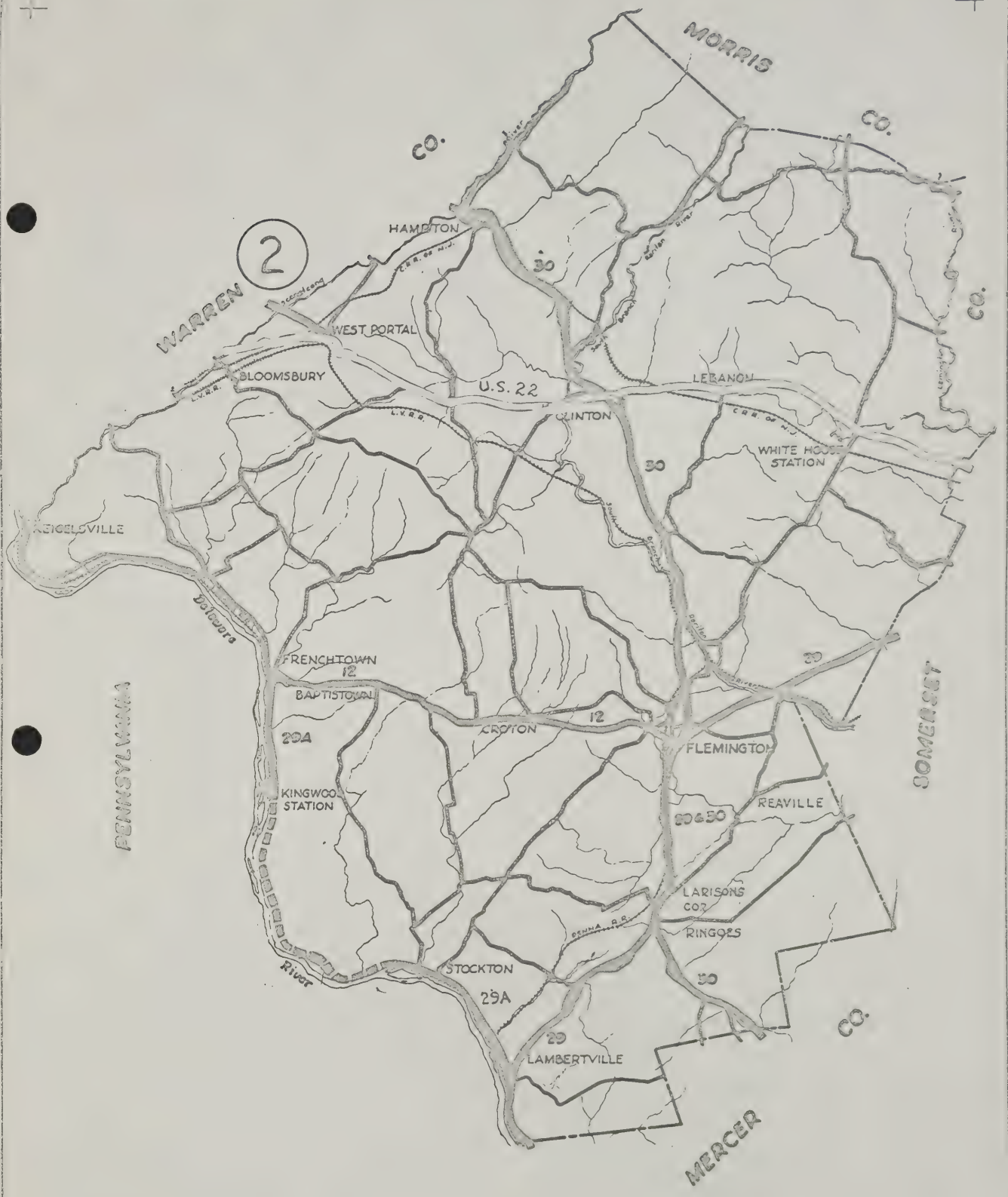
4 - The viaduct in Newark - 3/4 miles - in Essex County. Practically impossible of dualization without a substantial expenditure since the entire length is subject to viaduct structure. New or relocated highways in this area will be necessary to take care of this situation.

The relocation between West Portal and Still Valley is legislated as a Freeway and under this item it is proposed to procure right-of-way and do some grading. The dual roadway will be completed under subsequent programs.

This section of Route U.S. 22 presently carries a daily volume of 10,000 vehicles of which approximately 30% is commercial trucking. The average truck percentage Statewide on the Highway System is 18%. The existing roadway has steep grades and many abrupt curves and has been the scene of many accidents.



Warren County 2



Hunterdon County

2

Route 17 - Franklin Turnpike to Ramapo River - $4,200,000

New Jersey Highway Route 17 exists as a four lane divided highway from its intersection with Route 4 in Paramus to its intersection with the Franklin Turnpike in Ramsey. From this point northerly to the New York State line it exists as a three lane highway with concrete pavement 30' wide flanked on either side by a 10' improved shoulder all within an 80' wide right-of-way. The continuation of Route 17 in New York State is a four lane undivided highway for many miles. Present plans for the Thruway call for an interchange on Route 17 just north of the New Jersey State line.

There is now under construction a 40 million dollar Ford Plant along this section of Route 17 on the east side of the road north of the Ramapo River. This industrial development which is planned for completion in three years will employ approximately 5,000 persons.

The 1952 A.A.D.T. volume (two directions) on Route 17 was 35,500 at Route 4, 14,800 at Franklin Turnpike and 12,750 at New York State line. The 1951 A.A.D.T. on the three lane section was 11,890 which, compared with the 1952 figure of 12,750, shows an increase of 7%.

The accident record of this three lane section has been getting worse as the daily volumes of traffic increase. This has been especially evidenced by the many letters of complaint received by this Department and the Governor's office.

New Jersey proposes to dualize the existing three lane section between Franklin Turnpike and the New York State line and to construct grade separations with interchange facilities at Spring Street, Central Avenue (also known as Island Road), Ramapo Avenue, Hillburn Road (also known as Houvenkopf Road), and to widen the existing grade separation and interchange at Ramapo Valley Road, which is Route U.S. 202. The bridges over Ramapo River and the Erie Railroad will also be widened. The bridge widening will be done either by extending existing structures or constructing new structures adjacent to the existing ones.

The dualization will provide for a future six lane highway consisting of two roadways of three traffic lanes each separated by a median of varying width with 10' wide shoulders on the outside of the roadways and 5' wide shoulders adjacent the median strip. The existing three lane pavement will be used as the southbound roadway and three new lanes will be constructed of a high type pavement for northbound traffic.

It is proposed to complete the dualization of this section in two stages.

Stage (1) consists of complete grading and paving and incidental work between the New York State line and vicinity of Ramapo River, a distance of 1.14 miles, including the grade separation and interchange at Hillburn Road (Houvenkopf Road). Funds for this work were set up under Item #9 of the 1953-1954 Program.

Under this 1954-1955 Program it is proposed to set up funds for the completion of Stage (2). This consists of complete grading, paving and incidental work between Franklin Turnpike and the vicinity of the Ramapo River, a distance of 2.55 miles, and will include the construction of the grade separations and bridges at Spring Street, Central Avenue (Island Road), Ramapo Avenue, Ramapo Valley Road, Ramapo River and Erie Railroad.

Bergen County

3

ROUTE 18 - WOMEN'S COLLEGE TO ROUTE 27 (ALBANY STREET) - $1,750,000

Under previous appropriations and contracts the necessary right-of-way for this project has been acquired and cleared and provision made for the construction of a viaduct 400 feet in length in the vicinity of Women's College.

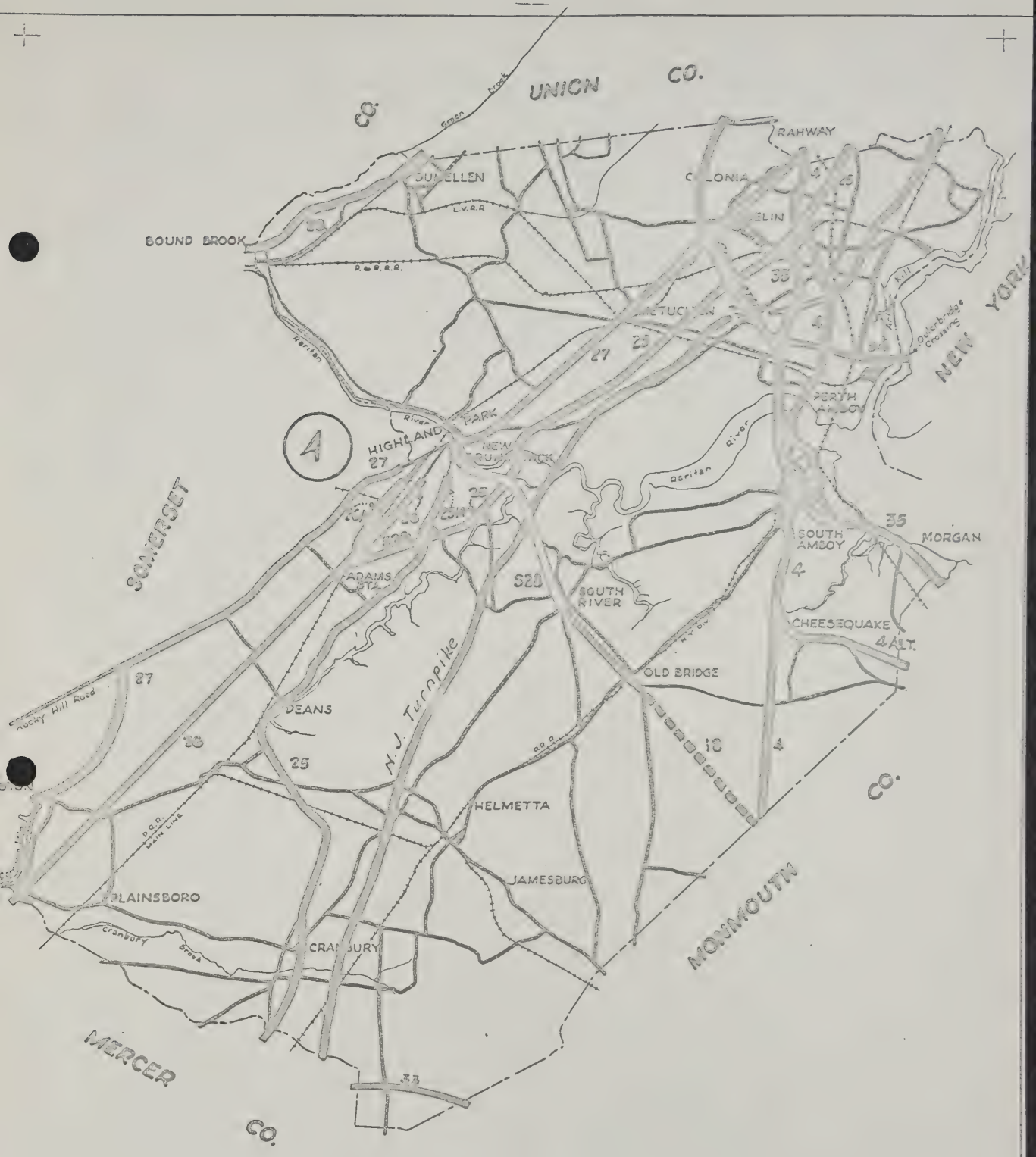
This 1954-1955 request will allot funds for the completion of this entire project and so provide a direct and modern facility from the Central Business District of New Brunswick and Route 27 to Route U.S. 1 and the New Brunswick interchange of the New Jersey Turnpike.

It is estimated that this facility will carry 12,000 vehicles on an average day immediately on its completion and that the greater number of these will be transferred from existing congested city streets.

This project along Burnet Street has a very important relationship to the Slum Clearance and Redevelopment Plan of the City of New Brunswick.

New Brunswick participated in the purchase of right-of-way between existing Burnet Street and the Raritan River and has provided for the demolition of buildings in that area in order that parking and recreational areas may be constructed along the river.

Along the westerly side of Burnet Street the City of New Brunswick is planning the removal of existing dwellings to make room for the development of a modern shopping establishment.


UNION CO.
Green Brook
RAHWAY
COLONIA
ELIN
SUMMERSET
L.V.R.R.
BOUND BROOK
P.R.R.R.R.
Raritan River
NEW YORK
Outerbridge Crossing
PERTH AMBOY
SOUTH AMBOY
MORGAN
HIGHLAND PARK
NEW BRUNSWICK
Raritan River
4
ADAMS STA.
SOUTH RIVER
CHEESEQUAKE
4 ALT.
SOMERSET
N.J. Turnpike
OLD BRIDGE
Rocky Hill Road
DEANS
P.R.R.
HELMETTA
JAMESBURG
P.R.R. MAIN LINE
PLAINSBORO
Cranbury Brook
CRANBURY
MONMOUTH CO.
MERCER CO.
Middlesex County

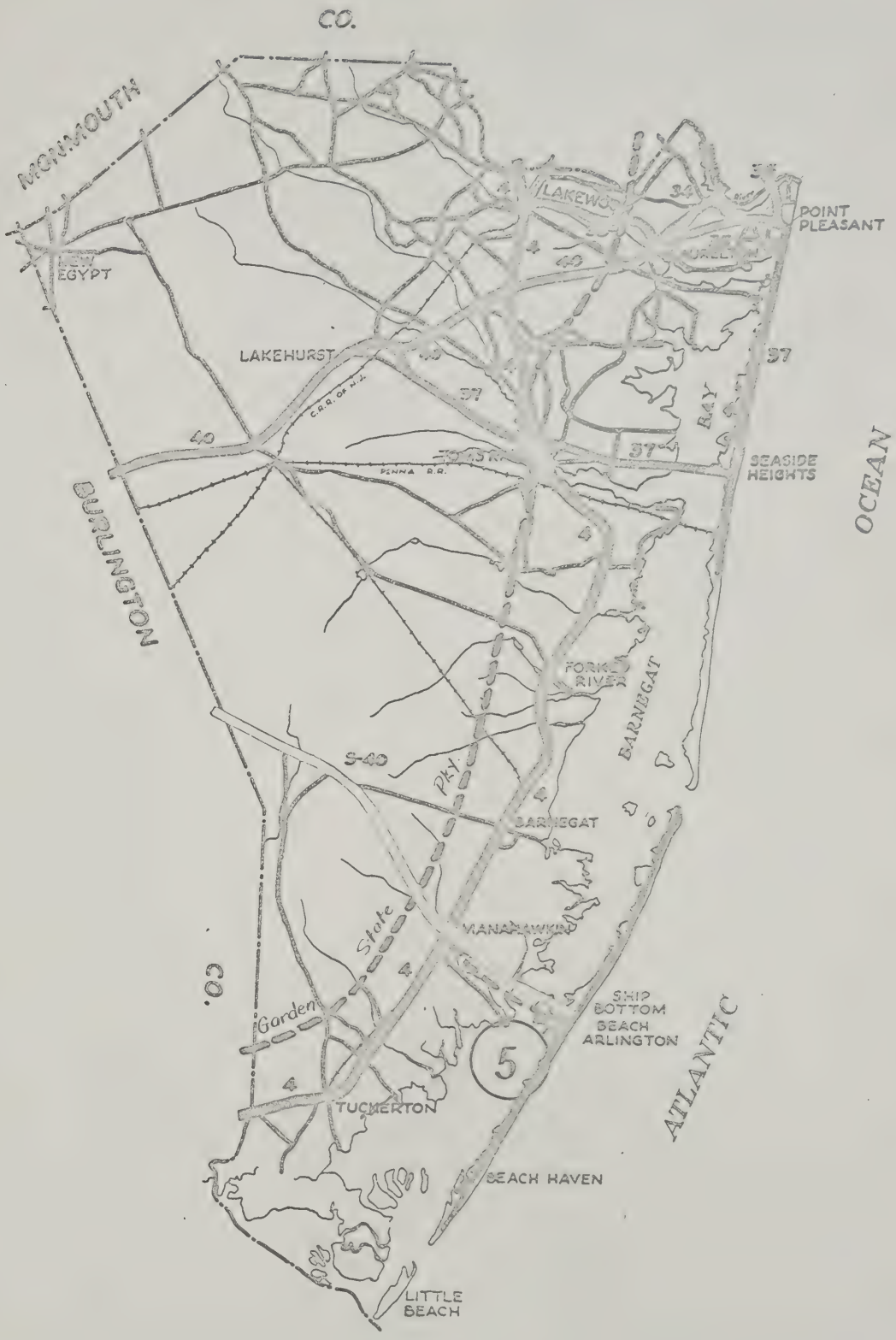
ROUTE 72 - MANAHAWKIN (ROUTE U.S. 9) TO SHIP BOTTOM - $1,750,000

Long Beach Island has a normal permanent population of approximately 4,000 but during the summer season this is estimated to increase to 50,000. On an annual average day in 1952 existing Route 72 carried 5,400 vehicles. It should be noted, however, that on a summer Sunday in 1953 the volume westbound only was recorded as 10,000 vehicles.

The island from Beach Haven Inlet to Barnegat Inlet is approximately 19 miles in length and its only connection to the mainland is over the bridges and causeway of existing Route 72. These, while kept under constant maintenance, more than tax the manpower and ingenuity of the State Maintenance forces because of the slight elevation above mean high water and because of the scour of the Barnegat Bay waters. Extreme high tides have covered the causeway at times and bad storms have necessitated major repair projects.

The construction of a new highway of increased capacity at a higher level with a new drawbridge at an elevation which will allow the major portion of shipping to pass under it without opening has long been a necessity for the safety and convenience of the permanent and summer populations. The completion of the Garden State Parkway this year, making access from the Newark Metropolitan Area easier and requiring less travel time, greatly increases the need for a new facility.

Under this project it is proposed to acquire some of the necessary right-of-way and to construct the substructure for a new bridge.


CO.
MONMOUTH
NEW EGYPT
LAKEHURST
C.R.R. OF N.J.
PENNA R.R.
BURLINGTON
CO.
LAKEWOOD
POINT PLEASANT
BAY
SEASIDE HEIGHTS
OCEAN
FORK RIVER
BARNEGAT
BARNEGAT
PKY.
State
Garden
MANAHAWKIN
SHIP BOTTOM
BEACH ARLINGTON
ATLANTIC
TUCKERTON
BEACH HAVEN
LITTLE BEACH
5

ROUTE 4 - PARAMUS ROAD TO ROUTE 17 - $650,000

Route 4 from Route 17 to Fort Lee is now divided. Westerly of Route 17 to the takeoff of Route S-4-B no dividing island exists.

Item #30, of the 1953-1954 Construction Program, provided for the first step toward modernization of Route 4 between Route 17 and Route 208 by the construction of an overpass at Paramus Road.

This item will provide funds to further this modernization and complete the dualization of Route 4 from the George Washington Bridge to Paramus Road. Future programs will provide for complete dualization to the junction of Route 208.

Present traffic volumes and safety on the highway make necessary this improvement. The rapid commercial development of this section of the highway along with the interchange connection to the Garden State Parkway further justify the improvement as planned.

Route 4, just west of Route 17, on an annual average day carries 33,000 vehicles.

PASSAIC CO.
NEW YORK
RAMSEY
OAKLAND
WYCKOFF
HILLSDALE
TAPPAN
NORTHVALE
EMERSON
CLOSTER
PARAMUS
DUMONT
TENAFLY
ENGLEWOOD
FORT LEE
LITTLE FERRY
LYNDHURST
MOONACHIE
RUTHERFORD
Garden State Pky.
Franklin Lakes
Ramapo River
Saddle River
Hohokus
Passaic River
Hackensack River
George Washington Bridge
ESSEX CO.
HUDSON CO.

ROUTE 29 - CALHOUN STREET TO PARKSIDE AVENUE - $2,000,000

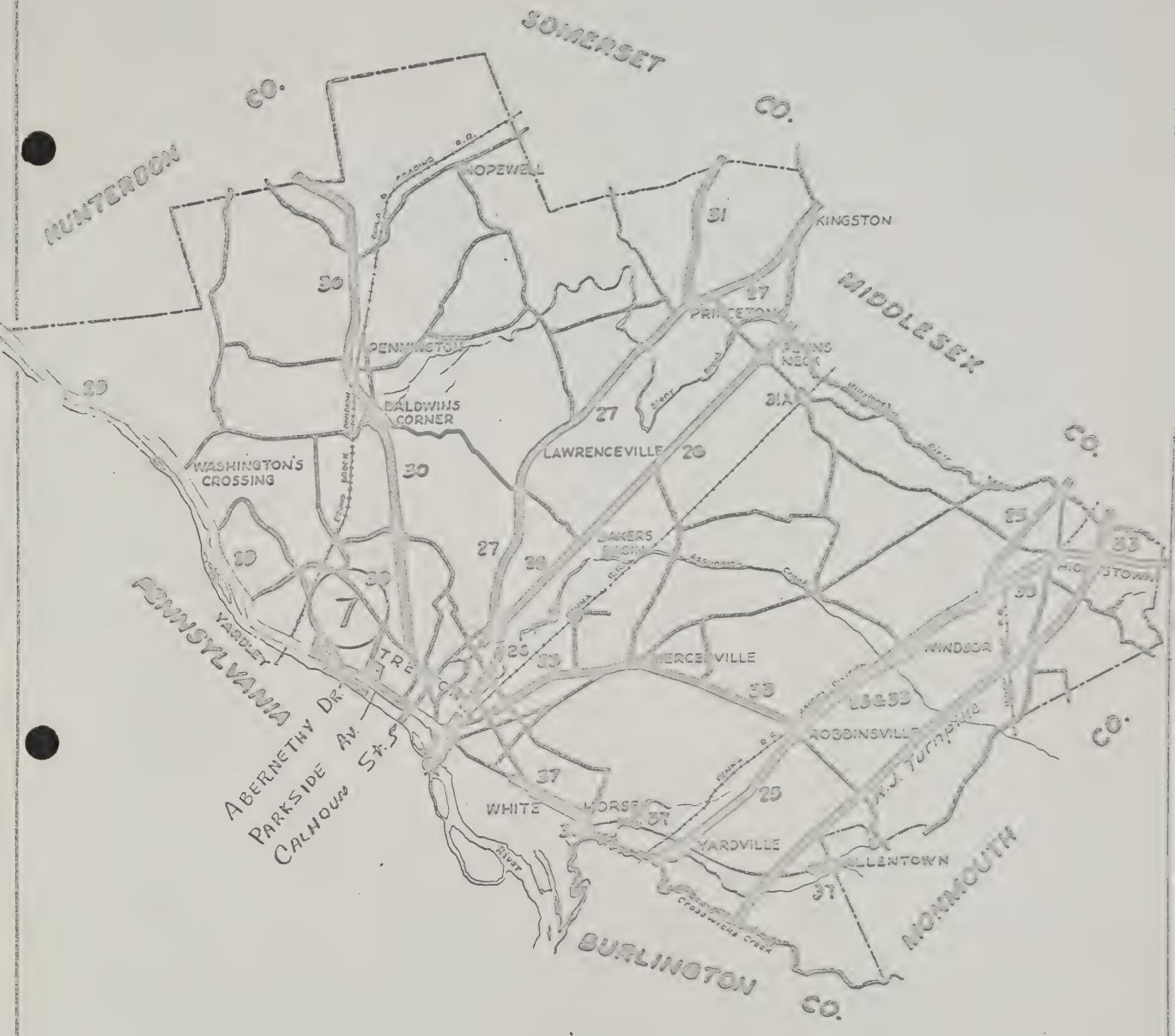
The Trenton Freeway (Route U.S. 1) is completed from Strawberry Street to the new Delaware River Bridge Approach and is now carrying 18,000 vehicles on an average day. This volume will increase when this route is completed to Cherry Tree Lane under existing contracts. This extension will make the Freeway more accessible to the many industries and homes in the Whitehead's Mill Section, easterly of Trenton, and should relieve traffic on both East State Street, Trenton, and Route U.S. 1 through Slackwood in Lawrence Township.

The Trenton City Officials, Trenton Chamber of Commerce and many civic organizations and individuals, have urged the construction of the extension of Route 29 from Calhoun Street to Parkside Avenue, in the Sanhican Creek Area, as the next vital step for the urban highway system in the Trenton Area. This project will relieve West State Street, Trenton, and more particularly the West State Street-Calhoun Street intersection through which some 35,000 vehicles must pass each day and which is a point of serious congestion particularly in the morning and evening peak hours.

This item will provide funds for the complete construction of a four-lane divided facility from a connection with Parkside Avenue and West State Street to a connection with Lafayette Boulevard (which is a six-lane divided facility) at Calhoun Street, including a grade separation by which the Calhoun Street-Delaware River Bridge traffic will be completely separated from the east-west traffic.

Included in this item, besides the construction cost, is the cost of such right-of-way as is necessary which includes the rearrangement of the Trenton Water Pumping Station.

Under subsequent contracts this work will be extended one mile westerly to Abernethy Drive.


SOMERSET CO.
HUNTERDON CO.
HOPEWELL
KINGSTON
MIDDLESEX
PRINCETON
PENNINGTON
BALDWINS CORNER
WASHINGTON'S CROSSING
LAWRENCEVILLE
LAKERS CORNER
MERCERVILLE
WINDSOR
ROBBINSVILLE
N.J. Turnpike
WHITE HORSE
HARDVILLE
ALLENTOWN
MONMOUTH CO.
BURLINGTON CO.
PENNSYLVANIA
YARDLEY
ABERNETHY DR.
PARKSIDE AV.
CALHOUN ST.
7

ROUTE 20 - MC LEAN BOULEVARD-TENTH AVENUE NORTHERLY - $275,000

Route 20 is a four-lane divided highway from Route U. S. 46 to Market Street. From this point northerly to Tenth Avenue the paved width is 30' but because of the volume of traffic, and many curves in the alignment, the three lanes with the center lane used for passing, have resulted in many accidents.

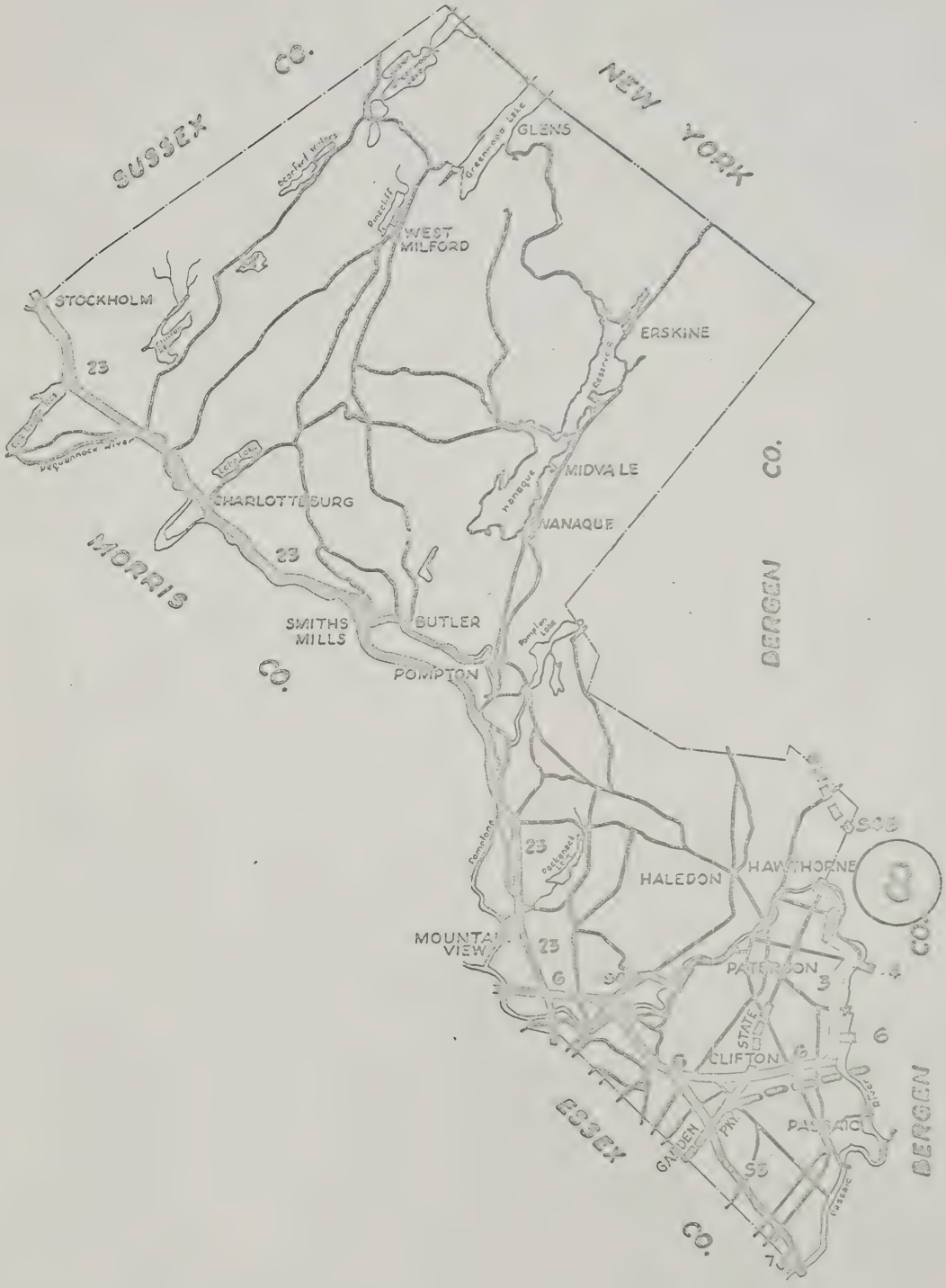
At the request of the local officials, in a meeting in January 1953, this section was divided into two lanes by painting a wide center line and the speed limit was reduced. While this has reduced the accident potential it has caused congestion northerly of Broadway, because in 1953 on an annual average day this route carried 23,500 vehicles between Broadway and Tenth Avenue, and north of Tenth Avenue where a two-lane pavement exists the 1953 A.A.D.T. volume was 21,500.

To further reduce accidents, the officials of Paterson have passed an ordinance prohibiting left turns along this highway and have, by so doing, made possible the construction of a continuous barrier curb throughout the project.

Since it was realized that funds could not be made available to reconstruct the entire section northerly of Market Street, it was requested by the local officials that the first work be done between Broadway and Tenth Avenue because of the extremely bad curvature of this section and that the second project extend northerly of Tenth Avenue.

Sufficient right-of-way width exists for pavement widening and the separation of traffic by the construction of a barrier curb and the local officials have agreed to the restriction of all left turns and "U" turns in this area so that the divider can be constructed without openings, which will still further reduce the accident potential.

Using balances of construction funds, a section is being done between Broadway and Tenth Avenue during 1953-1954 and with the funds provided by this item it is planned to start at Tenth Avenue and complete as much of this proposed project to the north as possible.


SUSSEX CO.
NEW YORK
GLENS
WEST MILFORD
STOCKHOLM
ERSKINE
MIDVALE
WANAQUE
CHARLOTTESBURG
MORRIS CO.
SMITHS MILLS
BUTLER
POMPTON
BERGEN CO.
HALEDON
HAWTHORNE
PATERSON
CLIFTON
PASSAIC
GARDEN ST. PKY.
ESSEX CO.
MOUNTAIN VIEW
23
6
8

ROUTE 164 - HUMBOLDT AVENUE - ROUTE U. S. 1 TO TURNPIKE - $300,000

In 1948 the State Highway Department took jurisdiction over Humboldt Avenue, in Elizabeth, from Schiller Avenue just east of the now existing New Jersey Turnpike, to Route U. S. 1 just east of North Avenue. This was taken over for the purpose of constructing the then proposed Route S-100 Freeway as a connection between Route 100 Freeway and Route U. S. 1.

The New Jersey Turnpike Authority apparently did not consider it advisable to construct Route S-100 or to provide access to such a connection since their Elizabeth Interchange is located in the vicinity of Bayway, approximately 1⅓ miles west of Humboldt Avenue.

The officials of the City of Elizabeth have, for some time past, strongly urged the State Highway Department to construct as a spur connection to Route U. S. 1 that ungraded portion of Humboldt Avenue previously taken over by the State.

During the construction of the New Jersey Turnpike an overpass was constructed at Humboldt Avenue by the Authority. South of Schiller Avenue, Humboldt Avenue is a paved street and intersects Trumbull Street which is also a well paved street leading directly to the Elizabeth port and industrial area. On Trumbull Street is located the Singer Sewing Machine Company employing approximately 7,000 persons. In the Elizabeth port area are several large oil refineries and other industrial plants.

The construction of Humboldt Avenue should remove from the Elizabeth street system and that portion of Route U. S. 1 through the heart of Elizabeth quite some commercial and passenger traffic which desires to travel between the Newark, Essex and Hudson County areas and the Elizabeth port area.

It is estimated that immediately on completion, Humboldt Avenue would carry a daily volume of 3,000 vehicles.

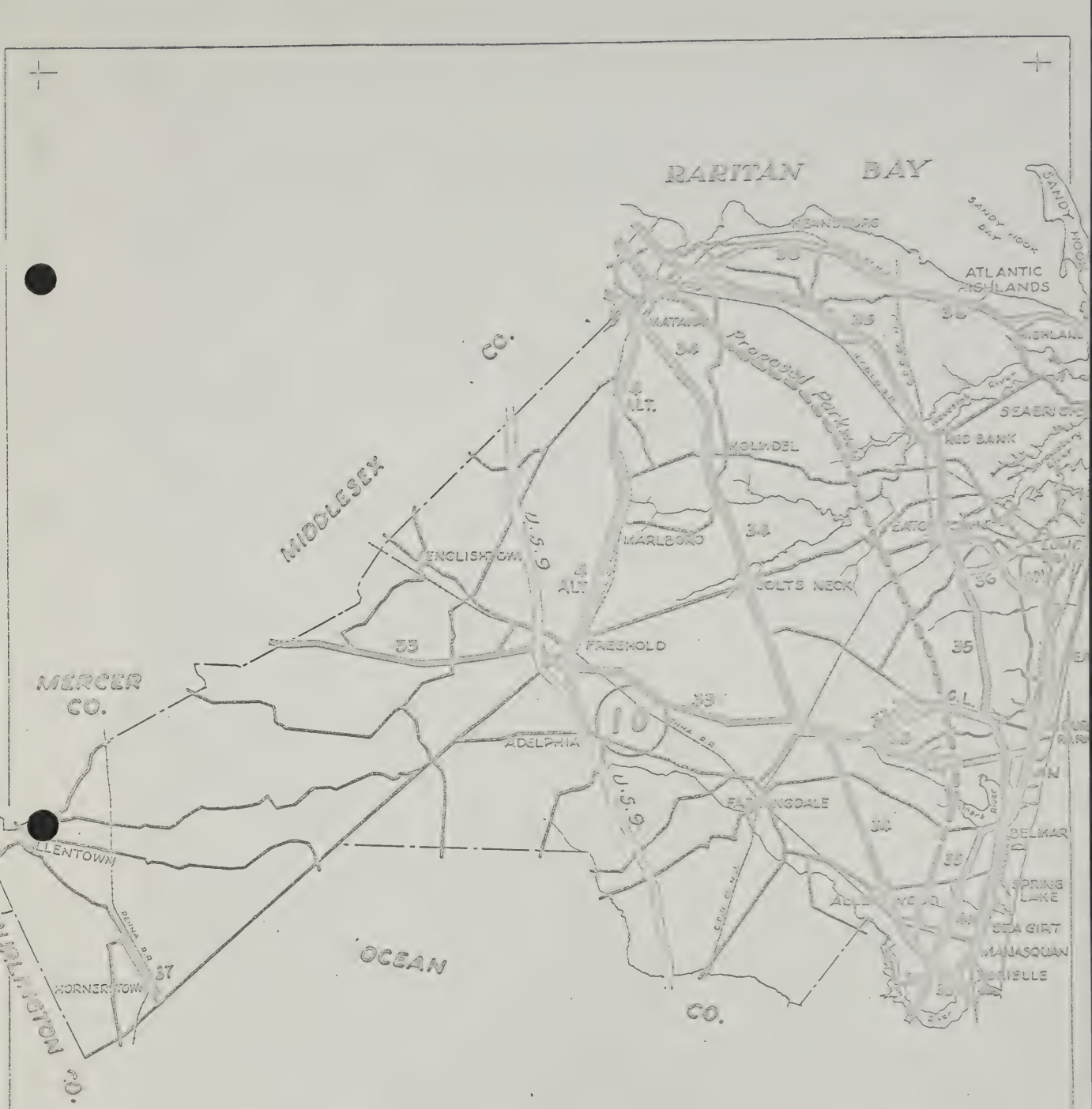
Union County 9

ROUTE U.S. 9 - ADELPHIA TO FREEHOLD - $85,000

This item proposes the widening and some paving of shoulders and improvements to drainage in the area between the Adelphia Road on the south and Toll Gate Corner (the point of separation of Route U.S. 9 and Route 79 near Freehold) on the north, a distance of slightly less than a mile.

The daily volume of traffic through this area is 11,000 vehicles but on a summer Sunday it reaches 22,000 and very serious congestion exists. As an expedient, at times, the State Police move traffic on the two lanes of pavement in one direction alternating this flow at 10 or 15 minute periods.

Future planning calls for complete dualization through this area and the present improvement is a temporary expedient. A substantial portion of the work to be done will fit into future plans.


RARITAN BAY
SANDY HOOK
SANDY HOOK BAY
ATLANTIC HIGHLANDS
MIDDLESEX CO.
U.S. 9
ENGLISHTOWN
MARLBORO
HOLMDEL
RED BANK
COLTS NECK
FRESHOLD
ALT. 4
ALT.
MERCER CO.
ADELPHIA
PENNA. R.R.
U.S. 9
BELMAR
SPRING LAKE
SEA GIRT
MANASQUAN
OCEAN CO.
OCEAN
HORNERSTOWN
Parkway
Garden State Parkway

ROUTE 35 - RED BANK WIDENING - $200,000

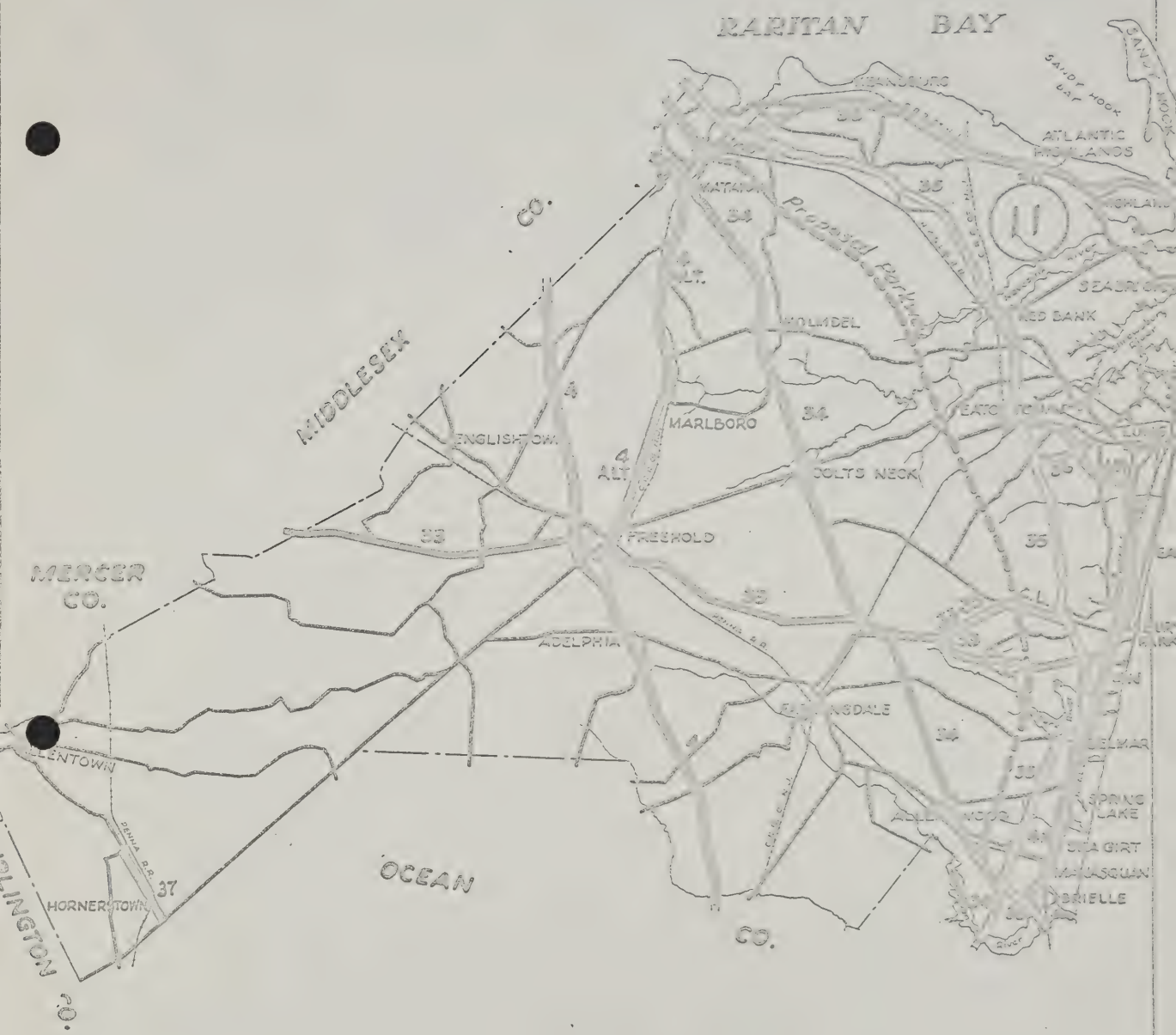
This item proposes general improvements to Route 35 through Red Bank and more particularly the widening of the pavement from the Navesink River southerly to Front Street, to 44' to accommodate four lanes of traffic. This is a distance of approximately $\frac{1}{2}$ mile. Most of the existing pavement throughout the remainder of Red Bank is 40' in width and with proper disposition of parking regulations would adequately serve the traffic.

Betterments at several places along the route, however, are warranted and would be considered under this project.

Daily traffic on the bridge over the Navesink River amounts to 18,000 vehicles. In the Front Street area the volume is 13,000 and Route 35 near the southerly boundary of Red Bank carries 8,400 daily. Just south of Newman Springs Road and below the corporate line of Red Bank, Route 35 carries a daily volume of 15,000. Summer Sunday volumes on Route 35 through this area are approximately $1\frac{1}{2}$ times the average day.

While these volumes may be reduced somewhat by the opening of the Garden State Parkway, Red Bank definitely is an attraction center during the average week day being the business center of a large area and the number of vehicles within the town probably will not be reduced materially.

Prepared by Bureau of Planning and Traffic
1954-1955 CONSTRUCTION PROGRAM
ITEM #11


RARITAN BAY
SANDY HOOK BAY
SANDY HOOK
ATLANTIC HIGHLANDS
HIGHLANDS
SEABRIGHT
RED BANK
HOLMDEL
MATAWAN
Proposed Parkway
MIDDLESEX CO.
ENGLISHTOWN
MARLBORO
ALT 4
COLTS NECK
FREEHOLD
MERCER CO.
ADELPHIA
PENNA. R.R.
ALLENTOWN
SPRING LAKE
ASBURY PARK
BELMAR
MANASQUAN
BRIELLE
OCEAN CO.
HORNERSTOWN
PENNA. R.R.
JOHNSTON CO.
33
34
35
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37
4
11

ROUTE U. S. 22 - WATCHUNG AVENUE AND PARK AVENUE - $600,000

Future planning proposes the construction of grade separations and traffic signal controlled channelizations at various locations along Route U. S. 22 between Bound Brook and Hillside and the closing of all center island openings existing between the intersections. Under a contract just advertised, channelized intersections will be immediately constructed at Mountain Avenue, North Plainfield, and Terrill Road, Watchung, and island openings closed between these intersections, a distance of approximately 1/2 mile.

By a contract just completed under which channelization was constructed at Chapel Island, Mountainside, and a new ramp at Mountain Avenue, Springfield, the island openings were closed between these points, a distance of approximately 1 mile.

Based on traffic volumes and public opinion, the intersections at Watchung Avenue, North Plainfield, and Park Avenue, Scotch Plains, have high priority for the construction of grade separations. The Watchung Avenue separation will be constructed to eliminate the two important adjacent intersections of Somerset Street and Watchung Avenue, both of which are presently controlled by traffic signals as is Park Avenue.

Route U. S. 22 at Watchung Avenue carries a daily volume of 31,600 vehicles and at Park Avenue 33,600 vehicles.

Somerset Street carries a daily volume of 9,200 vehicles, Watchung Avenue 6,500 vehicles and Park Avenue 6,900 vehicles.

Under this item right-of-way will be purchased for the future grade separations at Watchung and Park Avenues which will be constructed from funds to be requested in subsequent programs.

MORRIS CO.
MORRIS CO.
GLADSTONE
BERNARDSVILLE
PEAPACK
BASKING RIDGE
MINE BROOK
LYONS
OLDWICK
OAK HILLS
JEDMINSTER
UNION CO.
LIBERTY CORNER
WATCHUNG
LAMINGTON
PLUCKEMIN
MT. BETHEL
Watchung Av.
NORTH PLAINFIELD
BURNT MILLS
MT. HOREB
NORTH BRANCH
BRIDGEWATER
MARTINSVILLE
U.S. 22
U.S. 22
HUNTERDON CO.
RARITAN
SOMERVILLE
MANVILLE
MIDDLESEX CO.
CENTERVILLE
SOUTH BRANCH
FLAGTOWN
MILLSTONE
MIDDLEBUSH
NEW BRUNSWICK
NESHANIC
CLOVER HILL
BELLE MEAD
FRANKLIN PARK
HUNTERDON CO.
MIDDLESEX CO.
MERCER CO.
MERCER CO.
BLAWENBURG
SOMERS CORNER
ROCKY HILL
KINGSTON
12

Union County (12)

ROUTE U. S. 1-BUSINESS - TONNELE AVENUE TO JERSEY AVENUE - $300,000

This project provides for the removal of the granite block and repaving with a bituminous pavement through the covered cut and the reconstruction of the joints and repaving of the 12th Street ramp, all in Jersey City.

Through this area daily pass traffic volumes approximating 59,000 vehicles of which better than 26% are commercial, many carrying weights up to the legal limit.

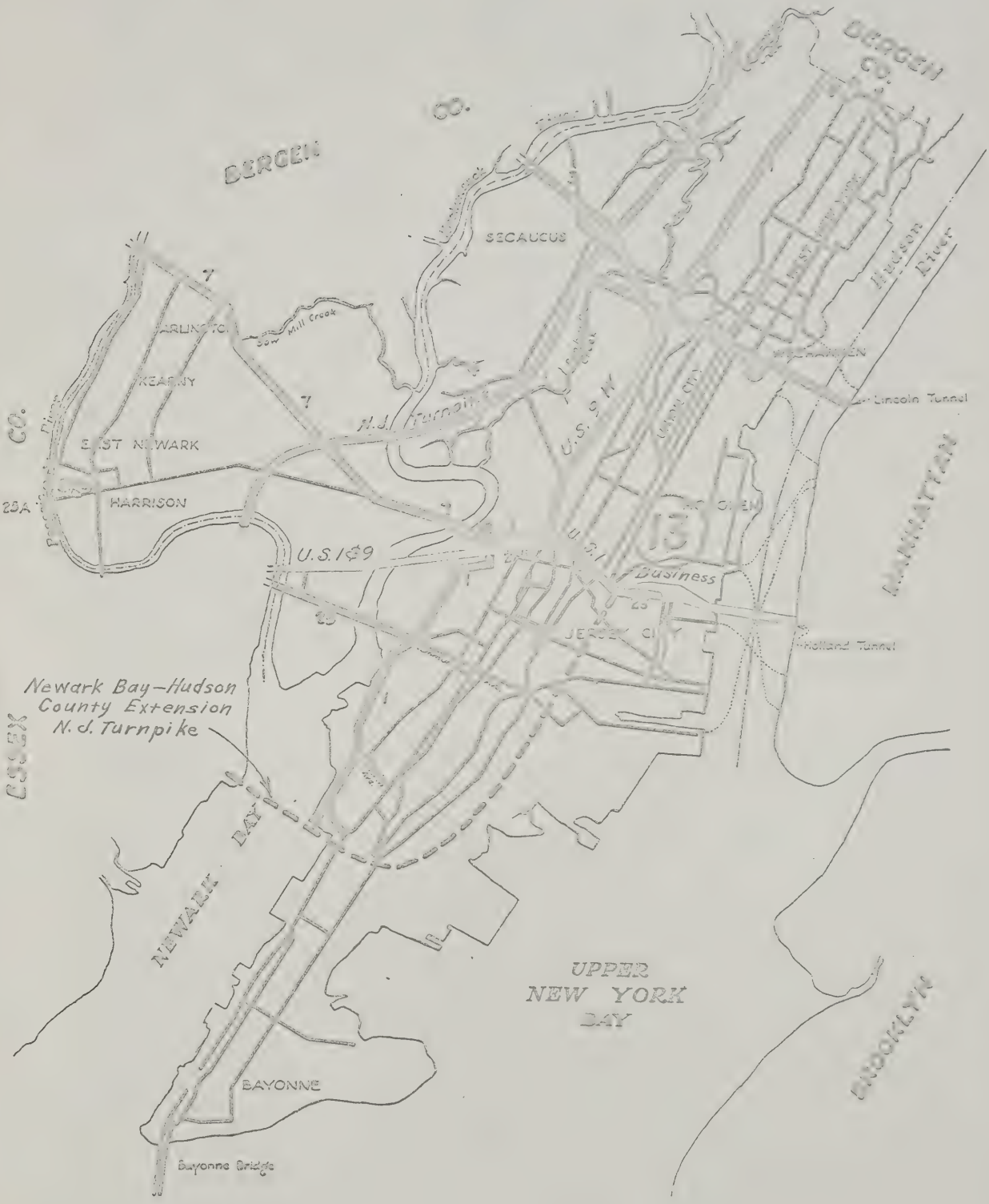
The continual pounding of the pavement has caused a deterioration which makes this replacement imperative. In addition, constant wear has polished the granite blocks to a smooth surface which in combination with the inherent moisture condition in the cut area presents an accident potential from skidding which is induced by the unevenness of the pavement. Any slight accident or breakdown in this area causes congestion clear through the Holland Tunnel easterly and to the Skyway westerly.

Movement of traffic during reconstruction presents a large problem but the Department has been assured by the local police that they will willingly assume this responsibility because the new pavement will provide such a definite betterment of future traffic conditions.

Prepared by Bureau of Planning & Traffic

1954-1955 CONSTRUCTION PROGRAM

ITEM #13



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Hudson County

ISLAND CLOSINGS - $300,000

This item is established for the purpose of providing funds to make those changes on the existing highway system which are necessitated by the installation of traffic signals and other improvements which cannot be anticipated.

Unforeseen developments along a highway may be the cause of an increase in the number of accidents by reason of "U" turns and left turns made through existing island openings as a result of that development.

It is now the practice of the Highway Department in its new work to construct its center islands continuous, omitting the openings; there are, however, many miles of State Highways where frequent openings in the center islands exist.

It is part of the Department's plan for improvement to concentrate on the closing of islands in the populous and high-volume areas along our State Highways and also to close those island openings which now are receiving little or no use.

MISCELLANEOUS CONSTRUCTION - $1,000,000

Throughout each year, emergency projects in drainage and construction must be accomplished. Intersections must be redesigned because of rapid increase in traffic through them and sudden rise in accident experience due to changes in the traffic pattern of an area or by the introduction of new industry or other development of areas along our highways. Such conditions often create the need for expansion or other changes to the drainage facilities which exist along our highways.

These deficiencies in drainage only become apparent when flooding or some other local inconvenience occurs. The correction of these conditions must, at the time, be given immediate consideration.

This item is established to take care of the emergencies as outlined above.

ALLOCATION AWAITING REVISIONS - $1,500,000

The above sum is established for a project, details and legal angles of which are still pending settlement. Revisions in planning connections are presently being worked out. When all these problems are satisfactorily reconciled we will then be in a position to make final determinations.

JOINT FEDERAL PROJECT - $640,000

This project consists primarily of operations carried on by the Bureau of Planning and Traffic of the Highway Department. Included in this item, however, is a sum which has yearly been appropriated to carry on specialized research work by Rutgers University.

The work carried on by the Bureau of Planning and Traffic is the collection of traffic data and other factual data pertaining to highway use, all of which leads to the establishment of better and more feasible design standards and to the planning for the future of our transportation facilities in the State. This group contributed in a major way to the formation of the State Plan submitted to the Governor in 1951 by the Department of Conservation and Economic Development. Traffic data collected and analyzed by this group and base maps of the counties and state prepared by this Bureau have been in demand by the consulting engineering firms serving the New Jersey Turnpike Authority, the N. J. Highway Authority and the Delaware River Port Authority. Consulting Engineers retained by the State Highway Department have made good use of the data for their special studies of various State Highways.

Under the Federal Highway Aid Act, it is necessary that such a Bureau operate within the Highway Department and funds are set aside from the normal Federal Aid as a continuing project which is cooperated in by the Federal Bureau of Public Roads.

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